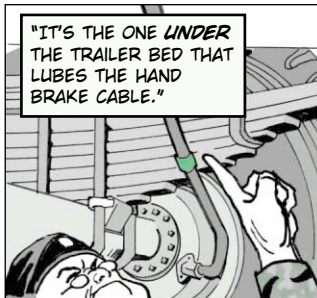


SNUB OF A GREASE FITTING

OPERATORS, ONE OF THE GREASE FITTINGS ON 1 1/2-TON TRAILERS IS OFTEN OVERLOOKED.



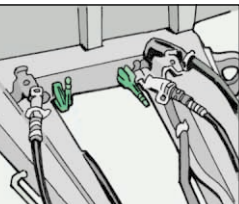
"IT'S THE ONE *UNDER* THE TRAILER BED THAT LUBES THE HAND BRAKE CABLE."



"WITHOUT LUBE, THE CABLE BINDS—MAKING THE HAND BRAKE HARD TO SET."

"ENOUGH BINDING—AND PULLING—AND THE CABLE CAN *SNAP*."

"THAT MEANS YOU CAN'T LOCK THE BRAKE WHEN THE TRAILER IS PARKED."



SO, KEEP THE HAND BRAKE CABLE LUBED.

DURING SCHEDULED SERVICES, ALWAYS GIVE THE FITTING *FOUR TO FIVE* SHOTS OF GREASE.



M1022A1 Dolly Set...

ONE DRAIN IS NOT ENOUGH

A dolly set can sit for months at a time in the motor pool. That idle time creates big trouble in its air brake system.

Changes in temperature cause condensation to form in the dolly set's air brake system. That moisture leads to corrosion, which plugs up brake valves and cylinders. That leads to brake failure.

You can head off a lot of condensation by leaving the air tank valve open when you park the dolly for long periods.

In addition, drain moisture from the air tank before you head out with the dolly. After vehicle hookup, drain the tank and let the air pressure build up in the vehicle's brake system, then drain the tank again.

Repeat this procedure until no more water comes out of the tank.

Draining the tank just once may not get all the moisture out

